



INTIMATION.

A. S. WATSON &amp; CO., LIMITED

VEGETABLE AND FLOWER

SEEDS.

SEASON 1865-66.

Our First Supplier of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with

HINTS FOR GARDENERS  
have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAYS FERTILIZER.  
A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation thereby aiding the Plant to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each. \$1.75.  
22 lbs. \$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PAINT"  
LAWN MOWERS.

The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.  
Established A.D. 1861.

Hongkong, 12th August, 1865.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns should be addressed to the Editor, and not to the printer or publisher.  
Correspondents are requested to enclose their name and address with communications addressed to the Editor, and not to the printer or publisher.  
All letters for publication should be written on one side of the paper.  
No anonymous or secret communications that have appeared in other papers will be inserted.

Orders for extra copies of the DAILY PRESS should be sent to the printer, 10 a.m. on the day of publication. After that hour the printer will not be responsible for copies.

Telegraphic address Press  
F.O. Box 21, Telegraphic No. 12.

The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1865.

In his report on the trade of Tamshui and Klong for the year 1864, Mr. L. C. Hopkins, the Acting Consul, remarks on an increase in the trade in cotton goods, rather a cheerful topic in these days, when on almost every hand we hear of decreases, while pessimists foretell the speedy extinction of the import of British cotton goods in the Far East. At Tamshui the average import of grey and white shirtings taken together during the decade 1854-62 was 90,000 pieces; in 1863 it was 80,000 pieces, and last year 114,000 pieces. These figures, Mr. Hopkins says, are satisfactory and in some degree surprising, "for the growth has occurred in the face of an unprecedented fall during the year of 9d. in the gold value of the tael, which one would suppose ought to have greatly checked the demand. But more than that, it has taken place along with, and in spite of, a very large increase in the imports of Japanese cloths." Undoubtedly, Mr. Hopkins continues, the Chinese in the island have prospered and made money for the last few years, probably their population is steadily increasing also, but he scarcely thinks this is a sufficient explanation of the increase, and he suggests that perhaps the presence of considerable numbers of native regiments under arms, or at any rate in uniform, had something to do with it. Again, he says, grey shirtings are used for tags in which tea is brought from the plantations to the market in Tantula, and the demand on the account must now be large. The reference to Japanese cloths is as follows:—"Japanese cotton cloths of all kinds have once more made an enormous stride forwards. Their total value in 1853 was £5,202 for 74,520 pieces; last year was £7,855 for 121,597 pieces, an augmentation in quantity on the single year of 75 per cent. Goods of that quality, however, of a value of 1s. 8d. a piece, can hardly enter into competition with English goods, selling at 8d. a piece and upwards; they must be totally different lines. English goods, however, have been handicapped by the fall in exchange, while Japanese goods have been proportionately favoured. Mr. Hopkins gives a table showing the comparative retail prices at Tamshui of a few typical foreign articles in the month of March during the years 1863-95, from which it appears that grey shirtings rose from 82.20 per piece in 1862 to 93.10 per piece in 1864 and 1865 and white shirtings from 63.10 to 84.80, while Japanese cotton cloths, which sold at 81 in 1863 was 86 cents in 1864 and 87 cents in 1865. Thus while the local retail prices of grey and white shirtings had increased 40 and 35 per cent, respectively, of that Japanese cloths had decreased 14 per cent.

Turning to Mr. TRATMAN's report on the trade of Chungking we find that the import of cotton and woollen goods, with a few exceptions, shows a heavy decline, as it did also the previous year. "This steady falling off," Mr. TRATMAN says, "is much to be regretted, but it is accounted for in the now familiar way—fall in exchange. That the desire to purchase this

class of goods exists is shown by the fact that the import in 1864 of the cheap cotton cloth known as 'Italians' was more than double that of 1863. A large lot of these 'Italians,' sold cheap in Shanghai on underwriters' account, found their way here, and were quickly disposed of at the low rate which the importers were enabled to put on them. The prices of other cottons and woollens were on an average 30 per cent. higher than in 1861. As long as this state of things continues no expansion of this branch of trade can be hoped for."

With the last remark we do not agree. In the face of a falling exchange trade has necessarily suffered, but now that exchange bids fair to remain quiet steady, with possibly a slight upward tendency, a considerable improvement in the import trade may, we think, be looked for. Trade in fact will adjust itself to any rate of exchange, if the rate remains steady, but it cannot adjust itself to violent fluctuations. The establishment of cotton factories in China may be taken as a sign of the development of the country, and the more the country is developed the greater will be the volume of its foreign trade. The cotton industry was started in India forty years ago and has steadily advanced during that period, but it has been accompanied also with a remarkable advance in the import of cotton goods from England. In 1870 the import amounted to £16,271,216 and in 1893 to £25,685,965. It is true that since 1891 there has been a decline due to exchange difficulties and also to the commercial depression which prevailed all over the world, but with a steady exchange and returning prosperity an upward movement in the import of cotton goods in India may be expected to again set in. So also will it be in China, where the trade in foreign goods will suffer no more from native competition than it has in India.

In its report of the opening of the Changkuei mills at Shanghai the day the Mercury said:—"These (the operatives) receiving the enhanced wages necessarily accomplished, however, and these men were picked up, one of whom was clinging to a buoy and the other two to the boat. Another man had unfortunately been washed away and drowned before the arrival of the launch."

A court-martial was held yesterday on board the Victor Emanuel to investigate two charges of neglect of duty brought against Staff-Officer William James Hubbard of the Tamar. The Court consisted of Captain Bigg (President), Commanders Tumbar, Lieutenant-Commander Stewart, Lieutenant Barker, and Lieutenants Bland and Gurney. The first charge was that prisoner failed to have his boat brought up to date, and the second was for failing to hand his books to Captain Bland at the present time. The prisoner pleaded guilty, and said that his old books were of no use, and that he had no time to read them. The court-martial was convened for the trial of charges of neglect of duty in 1860 and was deprived of six months' seniority and dismissed his ship; and in 1864 he was convicted of a similar offence and lost one year's seniority in addition to being severely reprimanded. Yesterday the Court ordered the prisoner to be deprived of two years' seniority and to be dismissed his ship.

"These goods have had a fair trial throughout the provinces during the past few years, but they are not appreciated to anything like the same extent as similar goods of foreign manufacture. The yarn is short and difficult to work with the primitive appliances in use here. The shirtings have not the same toughness as even the most common kinds of English goods, and they tear very easily. This inferiority of the Hupchow goods is not, I am told, to be in any way attributed to the manufacturer, but simply to the fact that the cotton used is much below the standard of Indian cotton." The competition of the native goods is a factor British merchants and manufacturers have to reckon with, and readjustments as regards the class of goods sent out and the terms on which business is transacted may be necessary, but with a reasonably steady exchange we see no reason to anticipate anything but an increase in the general volume of trade between England and China, both in imports and exports.

There were 1,907 visitors to the City Hall Museum last week, of whom 1,400 were Europeans.

The N. P. steamer Tacoma, which sailed from Yokohama on the 26th ult., arrived at Tacoma on the 6th inst.

We hear that the reduction in the Bank rate of interest on loans from 7 per cent. to 6 per cent. has been practically decided upon and will probably come into effect next month.

The C. P. steamer Empire of India arrived at Shanghai at 1.30 p.m. on Saturday last at Nagasaki at 7 a.m. yesterday, and left again for Vancouver via Kobe and Yokohama.

A few days ago a Chinaman was taken to the Government Civil Hospital. He had been haled with a dynamic and was unfortunately shot to get both his arms blown off with a charge.

From the Chung Nien Sow Po we learn that a destructive fire occurred at Wusong, in Kwangtung on the 1st ult. It broke out about 9 a.m. and before it was subdued several hundred houses were destroyed and all the telegraph wires were scorched. The loss of life is unknown, but the people set to work to extinguish the fire, which was put out until 9 p.m. in the evening, having raged for two hours. It is said that the fire was started by robbers with the intention of robbing the banks in the general vicinity.

Yesterday afternoon a lot of Chinese had at the corner of Cananap and Mungo Roads, which was put up to auction. Connaught Road, it may be remarked for the benefit of those who have not noticed the change in names, is the old Praya or front of the Cricket Ground, and the old sold yesterday, at the eastern end of the road, just from that road to the new Praya. The old Praya, however, was 100 feet, by 160 feet, and the new Praya in square feet being 16,000. The first price was £104,000, being at the rate of 35 per cent. The lot was put up at the request of Messrs. Bland and Swire, who were represented by Mr. Dowler, and it was handed down to Mr. Bland, at the advance of £25,000, or 25 per cent. The price at which the new Praya is being erected is £10,000 per acre, and was offered for £10,000 per acre, but it was not sold until 9 p.m. on Saturday, when the price was £10,000 per acre, and was sold for £10,000 per acre.

It is said that the lot was sold for £10,000 per acre, and was offered for £10,000 per acre, but it was not sold until 9 p.m. on Saturday, when the price was £10,000 per acre, and was sold for £10,000 per acre.

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## NOTICE TO CONSIGNEES

S.S. "MELBOURNE"  
COMPAGNIE DES MESSAGERIES  
MARITIMES

## NOTICE

**C**ONSIGNEES of cargo from London or S.S. "Gardiner" from Liverpool, and S.S. "Cambridge" from Bremen, to S.S. "Melbourne" are hereby informed that their goods, with the exception of Opium, Tea, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after arrival. The cargo will be forwarded on unless otherwise directed. For Freight or Passage apply to JARDINE, MATTHESON & CO., Agents, Hongkong, 6th September, 1895. [1892]

## VESSELS ON THE BERTH

FOR SWATOW, AMoy, AND  
TAIWANFOO

THE Steamship "ASK"

Captain Hyatt will be despatched for the above port TODAY, the 10th inst., at NOON. For Freight or Passage apply to JARDINE, MATTHESON & CO., Agents, Hongkong, 6th September, 1895. [1892]

"GLEN" LINE OF STEAM PACKETS

FOR LONDON VIA SUEZ CANAL

THE Steamship "GLENNAVON"

Captain Norman will be despatched as above to-day, the 10th inst., at NOON, instead of as previously notified.

For Freight or Passage apply to JARDINE, MATTHESON &amp; CO., Agents, Hongkong, 6th September, 1895. [1892]

FOR SINGAPORE, PENANG, AND  
CALCUTTA

THE Steamship "GLENNAVON"

Captain Norman will be despatched as above to-day, the 10th inst., at NOON, instead of as previously notified.

For Freight or Passage apply to JARDINE, MATTHESON &amp; CO., Agents, Hongkong, 6th September, 1895. [1892]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA DIRECT

THE Company's Steamship "YUEN-SANG"

Captain W. Wadlow will be despatched as above to-morrow, the 11th inst., at 5 P.M., instead of as previously notified.

This is the only regular accommodation for first class Passengers.

For Freight or Passage apply to JARDINE, MATTHESON &amp; CO., Agents, Hongkong, 7th September, 1895. [1893]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES of Company's Steamer

"DARDANUS"

are hereby notified that the cargo is being discharged into Cargos and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignee's risk. The cargo will be left in the Godowns of the Undersigned or at the Wharf and Warehouse, and stored at Company's risk.

All damaged packages will be examined on WEDNESDAY, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOURNARE, Acting Agent, Hongkong, 4th September, 1895. [1893]

## NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG, AND  
SINGAPORE

THE Steamship "LISITNING"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered by steamer.

Cargo impeding the discharge or remaining on board the 10th instant will be landed at Godowns and shipped or stored into the Godowns of the Undersigned, and will be examined on WEDNESDAY, the 11th inst., at 3 P.M.

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DAVID SASSOON, SONS &amp; CO., Agents, Hongkong, 4th September, 1895. [1893]

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CONSIGNEES of Company's Steamer

"DARDANUS"

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All damaged packages will be examined on WEDNESDAY, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

DAVID SASSOON, SONS &amp; CO., Agents, Hongkong, 4th September, 1895. [1893]

THE Steamship "DARDANUS"

having arrived from the above named

vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and will be obtained as soon as the goods are landed.

This vessel brings on cargo:—

From Persian Gulf ex s.s. "Sivale".

From Madras ex s.s. "Secunder".

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TODAY, 7th inst.

All damaged packages will be examined on the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the Undersigned, when a present of five of the Office will attend to examine the same at 10 A.M. on the 15th and at 10 A.M. on the 16th inst., after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent, Hongkong, 6th September, 1895. [1893]

FROM HAMBURG, PENANG, AND  
SINGAPORE

THE Steamship "FRIGGA"

having arrived from the above ports, Consignees of cargo are hereby requested to send in their bills of lading for signature by the Undersigned, in order to obtain immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TODAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and the Godowns of the Undersigned.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 A.M. on the 15th inst., after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent, Hongkong, 6th September, 1895. [1893]

THE Steamship "U.S. MAIL LINE"

PACIFIC MAIL STEAMSHIP  
COMPANY

VIA INLAND SEA OF JAPAN AND  
HONOLULU

PROPOSED SAILING FROM HONGKONG

CHINA (via Nagasaki) TUESDAY, 1st Sept., 1895, at NOON

Korea, Inland Sea, Yodo, Kama, and Honshu.

TUESDAY, Oct. 8, at NOON

Korea, Inland Sea, Yodo, Kama, and Honshu.

CITY OF KOREA JAPAN (via Nagasaki, Koko) SATURDAY, Oct. 26, at NOON

Inland Sea, and Yodo.

SUNDAY, Oct. 27, at NOON

SUNDAY, Oct. 28, at NOON

SUNDAY, Oct. 29, at NOON

SUNDAY, Oct. 30, at NOON

SUNDAY, Oct. 31, at NOON

SUNDAY, Nov. 1, at NOON

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